LIQUOR IN CONCERT HALLS.

THE CANTOR BILL EFFECTUALLY KILLED. BUT MR. GRISWOLD'S MEASURE GETS THROUGH THE SENATE.

ALBANY, April 14.—The liquor dealers, emboldened by Governor Hill's veto of the High-License bill, are now seking legislation in their own interest. To-day they itempted to pass in both branches of the Legislature bills permitting the sale of liquor in concert halls in New.
York and Brooklyn. The Senate passed the Brooklyn
bill, but in the Assembly the New-York bill
was defeated. These measures have been pressed by Patrick J. Fitzgerald, president of the Ale by Patrick J. Fitzgeran, presucht of the Ale, Wine and Beer Dealers' Association, with the object of enlarging the field of liquor seiling. He was actively aided to-day by the Democratic leaders of the Senate and Assembly. Some of the Republican members were bamosled into supporting the bills by the statement that avor Hewitt, of New-York, and Mayor Whitney, of ooklyn, desired to license places like the Central Park Brooklyn, desired to hecease places like the central darden was many years ago when Theodore Thomas's orchestra was the attraction of the place. From the conversation of these gentlemen one would think that every concert "dire" in New-York and Brooklyn was to have a Thomas orchestra if the bill was passed. It was not explained that the Legislature years ago found that it was unsat to permit the sale of liquor in such places; that year after year they became more disreputable and more of a disgrace to the cities in which they were permitted to

An attempt was made in both the New-York and Bro lyn bills to make them more acceptable by providing that the Mayors of the cities should supervise the granting of the licenses to the concert saleons; but the oppo-nents of the measures pointed out that Mayor Whitney could not sa'ely be trusted with such a power after the disclosures recently made concerning his administration, and no one knew who would be Mayor Hewitt's suc-

and no one knew who would be Mayor Hewitt's successor.

The Assembly bill has for its author Mr. Cantor, the Democrat who represents the XXIst Assembly District of New-York. His bill has once been beaten. To-day he called it from the table and again essayed to pass it. In this work he had the active aid of Mr. Sheebaa, who ran about the chamber cracking the "party whip" where it was necessary, for some of the County Democrats with temperance constituencies robelled against following him to political destruction as they had in the case of the High License bill. Mr. Cantor carried his motion to reconsider by a vote of 67 to 33. The Assembly them again came to a vote on the measure. Several motable-peeches were made on the bill while the vote was being taken. Mr. Cantor said that he had received a petition signed by 4,000 waiters in favor of it. Mr. Ainsworth, the first Republican to vote, said:

It seems to me that the fact that 4,000 people ask that the Sabbath may be descerated that they may labor, or that any number of people ask that the bars that now surround the saile of liquor may be lowered so that they can have an oc upation and the right to exercise it, is a very poor reason why this body should retract the admirable step it has taken upon moral questions of this kind during this session. I want to appeal to my Republican friends in this body to remember that we as a party have at this session taken an admirable stand in reference to these questions. I hope the effort to pass this bill will be confined to those men who were opposed to high itemse and who were opposed to the restriction of the saile of liquor in this Capitol building and in the public buildings of the State. I hope the votes will be confined to that license laws of the State.

Mr. Crosby, to every one's astonishment, declared that he should vote for the bill. He did not give his reasons for this action, but contented himself with saying that he should watch with great curiosity Governor Hill's deci-"special act" of the worst description. Mr. Crosby "let down the bars" for other Republicans to vote for the bill. Mr. Bacon, of Brooklyn, was a different kind of a Republican. He denouced the bill as one directly in the inter-est of the liquor dealers; as intended to increase the area

of liquor-selling.
"It is debusing." he said, " to listen to music in a liquor "It is debasing," he said, "to listen to music in a liquor music should be listened to in a drinking place. This measure was drawn to override the decision of the courts upholding the law of the State in regard to concerts in salious. We should sustain the law and keep it as it is. It is a good law and should not be overthrown."

Mr. Hamilton, of New-York, was equally vigorous in denunciation of the bill and called upon the other flepublicans to yote against it.

ablicans to vote against it.

"It is a bill in the interest of the rum dealers," he said, and has no other object. I cannot see how a Republican existature can pass it."

While Mr. Hamilton was making this speech, Charles

"and has no other object. I cannot see how a Republican Lecialature can pass it."

While Mr. Hamilton was making this speech, Charles Emith (Rep.), of New-York, who voted against the High-Locase bill, was actively lobbying among the Republican members in favor of Mr. Cantor's bill. The measure, however, failed to pass. It received 60 votes in its favor, when 65 are required. Speaker Husted declared that the bill was lost, which means that it is dead. The vote was as follows: Democrats in Italics:

YEAS-Baker, Bates, Bernson, Buikley, Cantor, Colling, Conocr. Crosby, Italion, Diebereng, Dickey, Evans, Farrell, Frim, Fitch, Giegerich, Guess, Goerss, Gorman, Graham, Greene, Guentleer, Haggerty, Hall, Houge, Hill, Hines, Horneldor, Horton, Ires, Kenny, Kunzenman, Lambbein, Longiey, Mable, Martin, Sainter, Marwell, Meddam, McCunn, McCarthy, McIntyre, McKenna, McLaughton, Moore, Mulry, Neuton, Physics, Reves, Reitz, Eyan, Seaver, Shee, Sheehan, Smith, Charles, Smith, Martin A., Shitiran, Wayer, Wenpie, Wannelle, Baren, Ba

-Ainsworth, Arnold, Babcock, Bacon, Baucus, Burke, Cornwell, Culter, Davies, J. C., Defenderf, Eldridge, Krwin, Frost, Hadley, Hamilton, Howe, I., Kimball, Kruse, Latimer, McEvoy, Moses, Paratt, Res, Robinson, Saxton, Sime, Smith, W. G., Taylaie, Thomson, D. L., White, Youngman—34.

reoklyn Concert Hall bill was introduced by Senrocklyn Concert Hall bi concert salocons. The bill passed by a vote of 11 to

YEAS—Coggeshall, Cullen, Daty, Dunham, Fagau, Gris-Hunkitl, Hotsradt, Kelloge, Low. Murphy, Nelson, Furker, Flunkitl, Reilly, Sioan, Wemple, Worth—17. NATS—Baragur, Comstock, Connelly, Hendricks, Knapp, Marvin, Pitts, Raines, Smith, Vedder, Walker—11. It will be observed that ten Democrats voted for the bill and not one against it. This shows clearly that it

was in the interest of the liquor dealers.

Senator Daly predicted that Governor Hill would veto the bill, following his course in the High-License bill. The Republicans who defeated the Cantor Concert Saloon bill for New-York are now wondering if the Assembly, after rejecting that bill, will pass the Griswold bill.

THE POUGHKEEPSIE BRIDGE PROJECT.

BUSINESS MEN GO TO ALBANY TO ARGUE FOR IT

ALBANY, April 14 (Special).—The Poughkeepsie bridge
project drew to the Assembly parlor this afternoon 150
business men living in various more than business men living in various parts of the State who are opposed to any bridge being constructed across the Hudson River at Poughkeepsie. The bill under discussion was Mr. Devereux's to repeal the charter of the Poughkeepsie Bridge Company. The Committee on Commerce and Navigation listened to the arguments on the bill. The repeal bill was supported by Charles H. Dennison, representing the Board of Trade and Transportation of New-York; Colonel Frederick A. Congling, of the Business Men's Association; Captain Cleary, ident of the Boat Owners' Association, and A. C. Chency, president of the Garfield Bank, Speeches against the bill were made by Mayor Ellsworth, of Poughkeepsle; Oliver A. Booth, George P. Pelton, Rastus Ransom, and General George Field, of Buffalo. Assemblyman Platt assailed the bill in this way :

"I charge that this bill was introduced by thieves in the interest of thieves, but I warn them that they will not receive a cent from us." Assemblyman Devereux, the introducer of the bill, said that he had nothing but the worthlest of motives. He might rise to a question of privilege in the Assembly tomorrow and demand a retraction of this statement. "Motives I well," asid Mr. Plat, "three men told me that this bill was a strike when it was introduced, and those men are here now favoring it. The bill was introduced without any intention of passing it."

Mr. Platt then argued that the Poughkeepsie Bridge Company had vested rights which the State could not rightfully take away. Mr. Dennison assailed the bridge violentity.

olently.
"I would call the attention of the committee," he said. "I would call the attention of the committee," he said,
"to the greatest scandal of the are, namely, the Credit
Mobilier. I trust a similar scandal will never be repeated in this State. The Credit Mobilier arose from
an effort of the representatives of the
people to increase by legislation the value
of property held by thehaselves. Public
intignation was heaped upon the criminals and the exposure sent a Vice-President of the United States to an
early grave. Here is rnother representative who is using
his position to increase the value of his bonds."
Mr. Benmison argued that the charter of the PoughReepele Bridge Company was invalid because it had not
compiled with its conditions. The committee decided to
consider the bill acain next Tuesday.

PROGRESS OF THE IVES POOL BILL. A MOTION TO RECOMMIT LOST, AND THE MEASURE

TO GO TO THE ATTORNEY-GENERAL. TO GO TO THE ATTORNEY-GENERAL

ALBANY, April 14 (Special).—Assembly man Ives to-day
appealed to the Assembly not to recommit his bill autherizing the sale of pools on horse races to the Judiciary
Committee. This has been recommended by Mr. Kruse,
of the Revision Committee, on the ground that the sixth
section of the bill was unconstitutional.

This section provides that racing associations shall be
taxed for the purpose of granting prizes to agricultural
societies to encourage the improvement of the breed of
horses. Section 10, article 8, of the Constitution, prohibits the giving of State taxes to private enterprises.

bits the giving of State taxes to private enterprises, so state may tax racing associations, but it cannot use at tax in improving the breed of hogs or horses in any her section of the State.

Mr. Kruse destred that the bill go to the Judiciary Comtises to be perfected. Mr. Ives seemed to think that segnilement from Cattaraugus was itching to garrote agentlement. His motion to ulsagree was carried—66 32.

Mr. Ives will submit the doubtful constitutional clause

DOING AWAY WITH SHAM BIDS FOR FRANCHISES. ALBANT, April 14 (opecial).—Assemblyman Captor in-reduced a bill repealing the Cantor law of last year re-pairing the sale of the franchises of street railways by motion. Its chief intent is to do away with sham bids auction. Its chief intent is to do away with aham bids for street railway franchises. The present companies have bid off franches in some cases and then have not built the reads, thus preventing any competition with themselves. The persons getting the franchise must build within a certain time or for reit their courter. Every bidder shall prior to the beginning or the sale deposit with the officer beauciting it a certifiet once for 65,000 a mile as security and guarantee; the checks of the unsuccessful

bidders to be returned immediately after the sale and the check of the successful bidder, less expenses, to be returned upon the execution of a bond in the penal sum of \$10,000 a mile. It is also provided that the extension of any existing route shall not be sold by auction, but shall be given to the existing company upon the payment of the percentage of the gross receipts now fixed by law and for a sum per annum to be fixed by the Mayor and the chief fiscal officer of the city, not less than \$2,000 a mile for single tracks and \$4,000 a mile for double tracks.

COALS OF FIRE ON MR. REILLY'S HEAD. THE SENATOR MAKES A BITTER ATTACK ON ME

PASSETT AND GETS A SOFT ANSWER ALRANY, April 14 (Special). - Senator Reilly assailed Senator Fassett personally to-day in the senate, abusing him in a violent way in a half-hour's speech. The Senate listened to the tirade with astonishment, as there was no cause for it except Senator Fassett's opposition to a bill in which Senator Reilly was interested. Mr. Reilly charged that it had cost Senator Fassett \$30,000 to be elected, while he himself had expended only \$1,500. Legislation, he said, was being made in the interest of the money kings of the State, and friends of the people were greeted with socers. He criticised Mr. Fassett's course in the Legislature, characterizing him as "the great I am" of the Senate. He indicated that Mr. Fassett's course was usually favorable to corpora-tions. He referred to his "accidental wealth" as a protection to him against charges of improper motives, and he suggested that he was not treating the nomination of Armstrong as Railroad Commissioner fairly, and that Re-publican Senators were subject to censure for their

When Mr. Rellly had concluded Senator Fassett arose to a question of privilege. In a calm, dignified and forcible manner he replied to the charges which had been made, showing their utter faisity. He spoke with emotion, having evidently been greatly hurt by Senator Reilly's speech. Telling and overwhelming as Senator Fassett's reply was, however, it was given with good humor and without a trace of vindictive feeling. He could not deny that he was a college bred man, but he said this was due to the sacrifices of his parents, and in the latter years of his college life by hard work he had caraed money to put himself through college. It was a delicate matter to speak of, but he would say that he never used his wealth except in an honorable way. Not a dollar of it had ever harmed a fellow being. He had used it for the benefit of mankind. The charges of expending money on elections was an emanation from the gutter of political rumor. No answer was necessary. The charge of Mr. Reilly that Republican senators were triffing with their duty and jugging with the nomination of Mr. Armstrong was false. He was profoundly humiliated by the mass of filth poured on his unprotected shoulders by Mr. Reilly. With indignation he hurled back the unmanly and undignified allegations that affected his own personal conduct and that of his colleagues. He believed that in time there would come to Reilly repentance and regret for what he had said. When Mr. Reilly had concluded Senator Passett aros

THE CENTRE-BEARING RAIL PROBLEM. ALBANY, April 14.—The report of the Board of Rail-road Commissioners was presented in the Assembly today on Mr. Shea's Railroad bill, the object of which is to prevent, in cities having a population of 500,000 and over, the laying down of what are known as "centre-bearing" rails on street surface railroads. Commissionbearing" rails on street surface railroads. Commissioners Kernan and Rogers recommend a bill which provides that no street surface railroad shall hereafter lay down in the streets of any incorporated city of this State what are known as "centre-bearing" rails, and that from and after June 1, 1887, all street surface railroads shall annually remove from their respective routes 20 per centre-bearing" rails and substitute in place thereof the tram or some other kind of rail.

TERMS OF THE SUBWAY COMMISSIONERS. ALBANY, April 14 (Special).—The Committee on Cities of both the Senate and Assembly will report favorably tomorrow the bill extending for threes years the terms of the Electrical Subway Commissioners of New-York.
Mayor Hewitt is made a member of the Commission, but
Controller Loew and Commissioner Newton have not

ACTION ON THE LIQUOR TAX BILL POSTPONED. ALBANY, April 14 (Special).—Senator Vedder postponed the consideration of his Liquor Tax bill until next week (Tuesday), in consequence of the absence of Senator Mc-Millan, who desired to speak on the measure.

SHOES TO SUIT EVERY BUYER.

A number of departments are included in the large shoe store of A. Alecander, Sixth-ave, and Twentythird-st. A single room is devoted to ladies' substantial, moderate-priced shoes; another room to low shoes, tics and slippers; still another room to genstantial, moderate-priced shoes; another room to low shoes, ties and slippers; still another room to gentlemen's shoes, and the main part of the store to the fine shoes for ladies and children of which this house makes a specialty. A fine hama-made shoe of Fronch kid or of Dongola kid, with straight goat foxing, is sold for \$5. A shoe with hand-made wett is sold for \$4. A shoe with hand-made wett is sold for \$4. A shoe with hand-made wett is sold for \$4. A shoe with hand-made wett is sold for \$4. A shoe with hand-made wett is sold for shoes in all stoes for ladies, for which a special demand has been created by Mrs. Langtry, who adopts this style of shoe for walking. A fine French kid shoe, hand-turned, is made by this house with a perfectly flexible sole in misses' sizes and will be found by mothers an excellent shoe for dancing school. All varieties of fine and substantial shoes for gentlemen, ladies and children are comprised in the stock of the store. The house publishes a complete catalogue and gives special directions as to "how to select, how to fit, and how to wear shoes." It cautions the buyer in buttoning shoes to be careful the first few times of buttoning to take care that the upper of the shoe is not exposed to wear from harsh braids of facings used in ladies' shirts, as no leather is proof against continual friction; also not to dry shoes hurriedly or allow a crust of blacking to form on them, and not to wear subbers over good shoes, as perspiration is little less destructive than acid to most kinds of leather. It also cautions customers not to handle or put on jatent leather shoes when they are cold, as any grade of patent leather will readily crack when chilled.

PROPOSED LICENSE LAW IN CONNECTICUT.

PROPOSED LICENSE LAW IN CONNECTICUT. HARTFORD, April 14 (Special.)—A proposition has been made to the Temperance Committee of the Legislature to make some radical changes in the license laws. The ideas embraced in the bill which has been submitted to the committee are mainly those of Lawyer Platt, of Merklen, son of Senator Platt. Of the Reense money the bill proposes that 5 per cent shall be paid into the county treasury, 50 per cent to the town in which licenses are granted, and the remainder to the State. The money which goes to the State shall be expended, as far as necessary, in flaying salaries and expenses of a "bureau" of inspection for the purpose of enforcing the laws, and any batfor the purpose of enforcing the laws, and any balance remaining shall be returned to the towns. The bill prescribes four kinds of becases with fees as follows: For alcoholic and mait liquors to be drunk on the premises, \$500 in towns of 20,000 population or more, \$400 for towns of 5,000 to 20,000, and \$300 for all other towns; for mait liquors to be drunk on the premises, \$100 for towns over 20,000, \$15 for towns over 5,000 and \$50 in other towns; for spirituous liquors not to be drunk on the premises. \$200 for towns over 20,000, \$150 for towns over 5,000 and \$100 for other towns; for druggists licenses for sales on prescriptions and in compounding, a uniform fee of \$25. No license shall authorize sales of liquor to be drunk on the premises.

WHAT THE BACON COMMITTEE WILL DO. The Brooklyn Investigating Committee will con-tinue to-day its inquiries in regard to Coney Island affairs and the purchase of the St. Johnland farm, and possibly will go into Civil Service methods again. It is expected that the electric light companies and the Union Elevated Failroad Company will be put under the probe to-morrow and Monday. The committee has thus far been unable to subpæna A. H. Battersby, George H. Engeman and Charles C. Wheeler to secure information about the Brighton Reach race track, but these men claim that while they are attending the racing at Clifton, N. J., on race days they are frequently in this city and Brooklyn and could be reached if wanted. It is believed that the contradictory statements of Justice Waring, of Gravesend, may get him into trouble on a charge of perjury. affairs and the purchase of the St. Johnland farm, and

WORKING HARD FOR CLEAN STREETS. Mayor Hewitt has received from President Bayles, of the Board of Health, a letter complaining of the practice of sweeping dirt from stores into the street, and saying that he had requested the Police Board to give notice that if this practice is continued arrests

will follow. The Mayor has sent the following letter to President French, of the Police Board: will follow. The Mayor has sent the following letter to President French, of the Police Board:

The stempt to secure the removal of ashes in the Nineteenth Precinct has in consequence of the hearty co-operation of the Police Department with the Board of Health and the Street Cleaning Department, resulted practically in taking away all reasonable ground of com-alasts of are at that precinct is concerned. An effort will be made to extend the system of removal by night to other portions of the city at the earliest possible moment. Meanwhile, I am assured by the president of the Board of Health that the greatest difficulty in the way of clean streets at the present time is the practice of sweeping the dust and rubbisn from stores into the streets, filling them with waste paper, fifth and unsightly materials. This practice is contrary to law, as you will see by reference to section 1,936, chapter 25, of the Consolidation Act. Sections 94 and 95 of the Sanitary Code are to the same effect, but are violated with impunity. As it is the intention of all departments of the city government to co-operate together for the purpose of removing the evils of dirty streets, which have been so universally and so justify complained of by our citizens, is ask you to instruct the force under your command to notify storekeepers that the practice of sweeping refuse material or dirt of any kind from stores into the streets will hereafter be prevented by arross, if necessary, of the offendera. The violation of the law has gone on so long that I think some consideration is due to the storekeepers ter, past offences, but, after reasonable notice, if the practice be persisted in, I shall hope that arrosts will be made and test cases pressed for decision, so that we my be able to take the lett step toward clean streets, not only with the law on our side, out with public opinion unminimous in our favor.

THE BRITISH NAVY EASILY ALARMED. The steamer Guinare which is causing so much alarm and apprehension to the British Navy, because of her mysterious apprehension to the British Navy, because of her mysterious movements on the Irish coast with a cargo of dynamite is believed to be the Guinare owned by Thomas J. O'Sullivan, of Kingstown, Jamees, and which has heretofore run in the funk trade between New-Oriesna and West indis porta. Mr. O'Sullivan is an Irish Nationalist, but his boat is a wooden vessed, 125 feet long, and only 215 tons displacement. She same in baltast from New-Oriesna on Apri. I, but had considerable specie on board to purchase bananas. She is the vessel which a few months ago was not allowed her clearance upon the protest of the British Consul at New-Oriesna that there was an error in her papers. The runce was then carrent that she was being fitted for a Fenish privatoer.

WHERE WERE THE TRAIN-MEN ! Coroner Eidman began the inquest yesterday ir, the case of the accident near the Fourteenth-st. station of the Third Av-enue klevated Boad on March 8, when four men were killed and a number were injured by staling from the "track-walk." The court room was crawded. William Kennedy, of No. 312 East Eighty-Jourth-st., one of the men injured by the soci-dent, testified that the practice of leaving the train for the

troose of reaching the nearest station when a block ortred had been resorted to on acveral occasions before to his
ownedge. The conductor and brakeman of the car which he
is in made no effort to keep the passengers from leaving the

train.

Officer Bernard D, Menning saw the men fall to the sidewalk. At the time of the accident the walk was lined with
men from sixteenth-st to Fourteenth-st and at many points
they were two abreast. Patrick Matthews fell first and
grabbed the man in front of him as he fell. Both men struck
the ground together. Peter Bebarich, who witnessed the accident, described its details at the place where it happened to
to the jurymen, who were sent there by the coroner.

BROADWAY ELEVATED RAILROAD.

FINAL HEARING IN COMMITTEE.

PROPERTY-OWNERS AND LAWYERS ON THE METRO POLITAN TRANSIT COMPANY'S BILL. ALBANT, April 14.—The final hearing before the S Railroad Committee to-day on the Metropolitan Transit Company's bill to extend its route in Broadway from Cnambers-st. to the Battery and from Forty-fifth to Seventy-first sts. was devoted largely to the Arcade Railway side of the case. Ex-Senator Thomas appeared for the underground road, Colonel George Bliss for the Metro-politan, H. H. Rice represented the Stewart and Hilton estates, George DeWitt apeared for the Goelets, and David Thornton, a real estate owner, for the property-owners at Washington Heights and elsewhere.

Mr. Rice protested against the Metropolitan bill, and

at the request of others than his clients, he said, he pre-sented a petition against the bill signed by the Equitable Life Assurance Society, the Mutual Life Insurance Company, President Williams, of the Chemical Bank; E. S. Jaffray, Mrs. Boreel and others, sixteen all told, propertywners in Broadway. Mr. DeWitt, in behaif of Robert and Ogden Goelet and others, called attention particularly to the narrow part of Broadway, between Seventeenth and Twenty-fifth sts., as a street which an elevated road

would be especially injurious to. In reply to a question by Senator Walker as to his choice between an underground or an elevated road in Broadway, he stated that his client wished neither, but would like a oad up Elm-st. to the Grand Central Depot. The damages done by an elevated road were apparent and could be readily estimated, while those of one underground could not be, and such a road was only experimental.

David Thornton urged views of West Side propertywners in favor of an elevated road in Broadway. He represented no corporation, he declared, but property-owners on the East as well as the West Side. The nature of Broadway was such, he urged, that it formed the only line of the travel naturally connecting the upper and lower ends of Manhattan Island, shaped as it was. Petitions, he thought, amounted to nothing. He could get all he wanted in favor of an elevated road in Broadway. The effect of elevated roads had been to heighten the value of property along their routes. Broadway, after all, was only a small part of New-York, and people all around it, on the East and West Sides, and especially the north-ern part of the island, desired an elevated road on it. The reason for this desire was that the Arcade was volved in heavy litigation, and under the most favorable conditions it could not be built for years. The Metropo itan Company presented an available opportunity to ratify the demand for immediate rapid transit. Its char-ter already gave it the right from Chambers at to Fortyboth ways. This elevated road could be running in a year. Dwellings had been put all along the routes of the elevated in Brooklyn since it had been built and property there had

foubled in value.

Ex-Senator Thomas made a ringing speech in the interest, he said, of private tights—those of the Arcade Railway Company—which had been conferred upon it by this very committee and the Legislature. The Arcade and the Metropolitan could not both exist more than

this very committee and the Legislature. The Arcado and the Metropolitan could not both exist more than two bodies could occupy the same space at the same time. The honor of the State was at stake in protecting the Arcade's rights. The bill was unconstitutional because it called on the Legislature to authorize roads which it had no right to do.

Colonel Bilas—The bill provides for nothing of the kind. It simply provides that these routes below Chambers-st. and above Forty-third-st. may be laid out subject to the constitution and the laws—i explained that on the first of the hearing. Laying out the routes subject to the constitution and the laws—if explained that on the first of the hearing. Laying out the routes subject to the constitution and the laws means that in order to construct a road on the routes the consent of a majority of the property-owners along the routes mast be secured, or in him thereof of a commission appointed by the court. As for Mr. Dewitt's remarks about the narrow part of Broadway, between Seventeenth and Twenty-third sts., they are amiss, as our charter already covers that part of the route. Now, as to petitions, let me say that the only honest, square one presented here is that by Mr. Bilee, signed by Messrs. Hilton, Williams, the Equitable, etc. Last year the committee had before it over 1,000 eignatures of property-owners in Broadway protesting agains: the Arcade. The real question here is not one of petitions, or of property-owners, but the good of the general public. As for the constitutional question, our routes cannot be extended except in obedience to the constitution and the laws.

James McAlpin, the chef engineer of the Arcade Rallway, then came forward to give his testimony. Senator Low said to him: "Mr. McAlpin, is it feasible to brills the elevated road and also the Arcade underground road in Broadway!"

Mr. McAlpin—It is not. The construction of an elevated road under the most favorable conditions would reader it impossible to brills the Arcade. Under our charter we have f

expenditure equal to that wince wound so incurred by the construction of the elevated road.

Mr. Carpenter, of the Arcade Railroad, here showed a large picture of Broadway as it would appear at Rectorst. If both the Arcade Railway and the elevated railroad were built. At that point Broadway is less than forty-four feet in width and if the elevated railroad plers were put at the curb they would rest on the roof of the Arcade Railway. Mr. Carpenter said that the roof could not sustain such a weight and the vibration caused by the passage of trains on both roads would destroy both structures.

The Railway Committee then went into executive session and after some debate it was resolved to take a vote regarding the character of the report to be presented to the senate on the bill next Monday. On that night, therefore, the committee will decide whether to report the bill favorably or unfavorably.

The members of the Railroad Committee, it is learned, had a warm debate over the subject of reporting the bill. The opponents of the bill thought that no report ought to be made on it until Senator Fierce, a member of the committee, should return. Senator Low especially insisted on delay in acting till Mr. Fierce should return. In this position he was sustained by Senator Hoysrait. Senator Nelson wanted to report the bill at once. Senator Hoysrait said that he for one would not force a railroad on

position he was sustained by Senator Hoysradt. Senator Nelson wanted to report the bill at once. Senator Hoysradt said that he for one would not force a railroad on Broadway against the wishes of the property-owners. Senator Walker asked whether the interests of New York did not demand rapid transit. Senator Nelson believed that New-York did want more rapid transit, and he expressed the thought that property was no more sacred in Broadway than it was in Third and Sixth avea. The committee finally voted not to make a decision on the bull till stonday.

THE ATLANTA'S TRIAL A SUCCESS. MAKING MORE THAN THE SPEED REQUIRED BY THE

DEPARTMENT-BACK IN THE YARD. The cruiser Atlanta, looking as spick-and-span as when she left the Navy Yard on Wednesday morning for her trial run up the Sound, steamed back to her moorings in the yard shortly after 8 a. m. yesterday. Commodore Gherardi, Captain Cook, Lieutenant Allibone and other officers steed in a group on the wharf and the moment the vessel made fast boarded her to obtain the results of the trial. Captain Bunce, of the cruiser, welcomed them with a beaming countenance. The vessel, he said, had done all that was expected of her and even better than was expected. Captain Eunce's official re-port was handed to the Commodore, who transmitted it

he said, had done all that was expected. Captain Eunoc's official report was handed to the Commodore, who transmitted it straightway to Washington.

Beyond stating that the trip was successful neither Commodore nor Captain would enter into details of the results obtained in advance of the official publication from Washington, except to say that the speed required of -the Attanta had been more than obtained. The six hours' run was made in a choppy sea from Willett's Point, east of Sands Point Lighthouse, and return. The engines were kept at high pressure most of the time. The average speed was 15½ knots an hour and at times it was 16½ knots. The machinery, while it worked well, became somewhat heated when the vessel was put at high speed, and it was secesary to slow down, but she did not stop once until she anchored for the night off Whitestone. Concerning the requirement that she should develop 3,500 indicated horse; power, the Atlanta's officers would not talk. One of them remarked that this result could not be ascertained until the "indicator cards" were worked out. It is believed, though, that the requirement was fully met and that the trial trip was a unarked success. First Lieutenant Berry was pround to say, however, that she had not exhibited any "structural weakness."

Washington, April 14.—The last trial trip of the

Washington, April 14.—The last trial trip of the cruiser Atlants seems to have proved a complete success, at least as far as the speed attained is concerned. A telegram received at the Navy Department this morning states that an average speed of lifteen and a half knots an hour was maintained for six consecutive hours, while at times the vessel's speed exceeded sixteen knots an hour. No reports of the indicator tests for horse-power made yesterday have yet been received at the Departmade yesterday have yet neen received at the Department, but computations made by engineering officers show that to attain fifteen knots speed the engines must have made seventy-live revolutions per minute, which would indicate the development of the 3,500 horse power required by the contract. On yesterday's trial the vessel was not down to her full load line, lacking about 400 tons of the weight of her full equipment, but it is regarded by Navalomeers as beyond onth that the Atlasta with be able with full equipment and stores to make the sea speed for which she was designed.

REVOLT OF A LODGE OF MASONS.

NEW-HAVES, April 14 (special) .- In a manifesto issued to Masons throughout the State to-day Hiram Lodge of this city bids defiance to the authority of the Grand Lodge and appounces its determination not to yield to its dictation, Members of Hiram call upon members of other lodges to sustain them in this position. The origin of the trouble was an order from the Grand Lodge to change some unimportant detail of the work. Hiram objected on the ground that it was older than the Grand lodge. After the officers of Hiram had been deposed and several stormy accetings had been held the Grand Lodge informed fiften that it might continue its form of work provided it would recognize the authority of the Grand Lodge to depose its officers, etc. The manifesto is the result. Hiram will reduce the initiation fee and organize a Grand Lodge of its own if it receives the expected support.

R. WHITNEY'S REASONS FOR GIVING TWO CON-TRACTS TO THE BETHLESEM IRON WORKS. WASHINGTON, April 14.—Secretary Whitney to-day warded to the Bethlehem Iron Works Company, of remayivanta, the contracts for minimum of the strength of the steel-the Bethlehem Company, the Midvale Company and the Cambria Company, the bid of the last na company (\$851,513) being the lowest. For supplying the armor plate there were but two bidders—the Cleve land Rolling Mills Company and the Bethlehem Company -the last being the lowest bidder at \$3.610,707. In his order making the award, Secretary Whitney explains his easons for giving both contracts to one company in the

MAGNITUDE OF THE DRINK EVIL.

STATISTICS SHOWING THE EXTENT AND INCREASE OF THE LIQUOR TRAFFIC. WASHINGTON, April 14.—Twenty or more pages of the quarterly report of the Chief of the Bureau of Statistics are devoted to the "consumption of distilled and malt liquors and wines" and estimates made by recognized authorities are given upon various features of this subject. In round numbers the consumption of distilled spirits, domestic and imported, in this country is shown to have increased from 13,000,000 gallons in 1840 to 72,000,000 in 1886; of wines from 4,800,000 gallons to 22,000,000; and of malt liquors from 23,000,000 to 642,000,000. The consumption per capita during the same period decreased as regards distilled spirits from about two and a halt gallens to about one and a quarter gallons; and increased as regards wines from .29 to .38 gallons, and malt liquors from less than one and a half to more than eleven gallons.

malt liquors from less than one and a half to more than eleven gallons.

An elaborats statement made by F. N. Barrett, editor of "The New-York Grocer," is given which sets forth among other things that the present average expenditure in this country per annum for malt and spirituous liquors and beer at retail is \$700,000,000. The drinking population is estimated to be (in 1886) 14,925,417, making the average expenditure per capita \$45.90. Mr. Barcett shows by tables covering the five years from 1882 to 1886, inclusive, that the consumption of spirits is decreasing while that of beer is increasing and that there is a reduced use of wine as a boverage. "During this period," he says, "the consumption of collect has risen from 8.2 bounds per capita to 9.11 pounds. Do not these facts show that the midder stimulants are driving out their fiery competitor f. And is it not due to the growing agitation of the temperance question f.

Mr. Barrett adds that the wholesale cost of the liquors for which the retailers receive \$700,000,000 is not

tion of the cost of liquors as compared with that it tood, clothing and shelter, reaching the conclusion that the American people expend from \$12 to \$17 for the "necessaries" named to every dollar paid out for liquor.

to the effect that only 10 per cent of the distilled spirits consumed in this country are used for medicine and manufacturing purposes, 90 per cent being used as a beverage.

WASHINGTON, April 14 (Special). -A dispatch in to-day's Termune to regard to devices for the heating of cars which have lately been patented did injustice to one inventor, a woman, whose device has passed the of mere experiment, and has by competent judges been pronounced a success. The invention is that of Mrs. Kate Rachel Kilbourn, the wife of the proprietor of "The Critic," to whom a patent was granted on April 12. Mrs. Kilbourn's invention relates to the method of generating heat from atmospheric air, and its essential feature consists in forcing air into a cylinder, there retaining it under pressure, and subjecting it to the action of rapidly-moving frictional appliances.

MUTILATED BANK NOTES RETURNED.

WASHINGTON, April 14.-There was received at the United States Treasury to-day for redemption a package of perfectly new United States notes of small denomination to the amount of \$1,000, which were mutilated by having a hole punched through them, through which a cord had been passed and then sealed on the outside of the wrapper. The package was sent to Washington by express by a National bank in Texas. The mutilation was evidently intended as an additional safeguard in the transportation of the notes. This is said to be the practice of many of the Southern express companies in practice of many of the Southern express companies in the transportation of money to the Treasury for redemption, but the present is the first instance where new, uninjured notes have been treated in this way, it is not known whether these particular notes were mutilated by the bank or by the express company, but it is thought at the Department that it was done by the bank to secure exchange on New-York at the expense of the Government. Acting Treasurer Whelpley refused to receive the notes and directed their return to the bank at its expense with a statement that such mutilation is considered a violation of law.

LOSS OF AN INDIAN SEALING SCHOONER. WASHINGTON, April 14.-The agent at Neah Bay Indian Agency, Washington Territory, reports to the Indian Of-fice the loss of the Indian scaling schooner Champion in a terrible storm on the night of March 31. The schooner drifted until 4 o'clock, April 1, when she struck a rock on Van couver Island, totally wrecking her. Only one in-dian was drowned. The escape of the rest of the crew mas almost miraculous. The agent reports that the ter-rible weather has prevented any catch of scals this season and expresses the fear that this fact in connection with the loss of their finest schooner will greatly discourage thom from scaling in future. The indians realize many thousands of dollars every year from scaling operations.

DISAPPEARANCE OF A PAY CLERK. WASHINGTON, April 14.—Inquiries are being made in Naval circles regarding Charles A. Gibson, pay clerk of the Ossipee and clerk to Paymaster Reed. Mr. Gibson disappeared from Norfolk, Va., on March 28 and was redisappeared from Sorious, va., on march 25 and was re-ported to have been seen in Philadelphia on the next day, since which time nothing has been heard from him. His accounts were found to be all right. The missing man leaves a wife and children in this city, and the pre-sumption is growing that he has gone to England.

WASHINGTON NOTES.

Washington, Thursday, April 14, 1887. APPOINTMENTS.-The President to-day appointed An drew A. Slawson, to be postmaster at Waverly, N. Y. vice Charles C. Brooks, removed; William J. Phillips a Wolcott, N. Y., vice Stephen E. Bullock, commission ex

A TREASURY EXPERIMENT.-Twenty charwomen in the A TREASURY EXPERIMENT.—Iwenty charwomen in the recordance with a plan of Chief Clerk Youman, to give employment to a larger number of women without exceeding the limit of the appropriation by employing each only ten months a year. There is some question as to the legality of such action.

TRADE DOLLARS.—Secretary Fairchild has informed a firm of importars at New York that allows India.

from 6 importers at New-York that silver trade dollars cannot be received in payment of duties due the United States inasmuch as Section 2 of the joint resolution approved July 22, 1876, which is now in force provides that "the trade dollar shall hereafter not be a legal tender." A CATTLE TRAIL.—The Secretary of the Interior upon

consideration of a request presented by cattle owners in Texas, for the establishment of a new cattle trail through the Chickasaw Territors, have decided that there is no law which empowers the Interior Department to make appropriation of such portion of the land of the Chicka-saw Nation. EXPORTS OF BREADSTUFFS .- The Chief of the Bureau EXPORTS OF BREADSTEFFS.—The Chief of the Bureau of Statistics reports that the total values of the exports of domestic breadstuffs from the United States during the months of March, 1887, and during the three and tine months ended March 31, 1897, as compared with similar exports during the corresponding periods of the preceding years were as follows: March, 1885, \$14,089,8668; March, 1886, \$11,137,610. Three months ended March 31, 1887, \$44,089,897; three months ended March 31, 1886, \$30,650,088. Nine months ended March 31, 1886, \$85,998,895.

counterfeiting and sentenced to afteen years in the Eric County penitentiary, the President has commuted the sentence to seven years imprisonment. He has aiready been in prison about seven years. He has granted par-don to Eugen- H. Walton, late teller of the First National Bank of New-York, convicted of making faise entries.

TREATING CONSUMPTION BY THE BERGEON METHOD.

Bugalo Telegram to The Pittsburg Dispatch.

At the General Hospital clinic, this morning Dr. Frank W. Hinkel experimented with the Philadelphia hospital method of reaching pulmonary disease. A large number of physicians were present.

W. Hinkel experimented method or reaching pulmonary disease. A mage of physicians were present.

Dr. riinkel applied two gallons of the gas to a young man suffering from consumption. The patient at the close of the test stated that he tasted the gas, showing that it had penetrated the entire system. The physicians present were profoundly impressed by the success of the test, believing it to be a long step toward the cure of consumption. Dr. Hinkel has a patient undergoing the treatment who is making favorable progress, with me bad effects from the gas. He believes that this treat

ment will arrest consumption at any stage, and that a cure may be effected in many cases doomed to death under the old treatment.

RAILROAD INTERESTS.

COMMISSION CONTROYERSY UNSETTLED. ASTERN PASSENGER MEN DO NOT THINK THE WEST

WILL APPEAL TO THE LAW. There was no change whatever in the position of passenger affairs yesterday. Instructions were rereived from all the general passenger agents of the trunk lines in accordance with their decision as announced in yesterday's TRIBUNE, for "turning to the wall" the coupon tickets issued over the Chicago Milwaukee and St. Paul Railroad in the offices in the city. This leaves only the Chicago and Northwestorn, which is recognized as complying with the interchange regulations established by the trunk lines. With regard to the threat made by the Western roads that they would appeal to the interstate Commission or the courts to prevent the trunk lines from discriminating against them in favor of the lines that had agreed to abolish commissions, an officer of the passenger department of the trunk line association said: city. This leaves only the Chicago and Northwestern,

agreed to abolish commissions, an oliner of the passenger department of the trunk line association said:

"Technically the roads whose tickets are not sold by the trunk lines probably have a case. But it is not one which I believe would be sustained on the facts by either the Commissioners or the courts. The trunk lines can show how the payment of commissions has worked to demoralize tariff rates and to enable some passengers to get preferential or discriminating fares. The essential motive for a Western line to pay a commission for the business secured by an Eastern agent is that it will be divided with the customer or passenger. As the trunk lines which quote rates to points beyond their termini must bear the burden of proving that they were not responsible for any discrimination growing out of the abuse of the commission practice, they surely have the right to provide regulations that will enable them to carry out the law so far as they are concerned. Moreover, they assume a financial obligation in issuing tickets to the West, and when they enter into a contract to deliver a passenger to a certain point over roads not controlled by themselves they surely, under common law, are at liberty to establish the conditions under which they will make such a contract."

The general impression in railway circles is that no litization on the subject will be begun. It is thought that while the trunk line passenger cuiefs are in Chicago they will confer "individually" with the Northwestern and Southwestern lines and that out of this will grow some measure of compromise.

REPLYING TO MR. GOODWIN'S MEMORIAL

REPLYING TO MR. GOODWIN'S MEMORIAL. HARTFORD, April 14 (Special).—The Committee on Railroads reported to the Senate this morning in reply to the Goodwin memorial. The report says:

The allegations relate to the sinking fund. Its income for the year appears in the Railroad Commissioners' report. The memorialist argues that it should appear in another part of the returns as purt of the income for the year. The question is purely one of book-keeping. The method pursued by the company has been acceptable to the Railroad Commissioners and has been accepted by preceding General Assemblies.

In regard to the purchase of the Northampton Company's stock the report says: "The 12,298 shares of

In regard to the purchase of the Northampton Company's stock the report says: "The 12,298 shares of New-Haven and Northampton Company's stock was valued by the committee when it was put into the fund at \$737,880, being as was supposed about its market value. It stood at this valuation until last year, when, as the value of the stock had materially shrunk in the market, the committee reduced its valuation to \$297,385 86, being a valuation of about \$250 a share. This change in the valuation aparts in the cempany's returns. The difference in their two valuations, \$440,484 14, is the amount which the sinking hund has received from incomes and profits from the gages in investments since it was begun in 1881."

Mr. Goodwin will protest against the reception of the report. He says his memorial charges that the expenditure of \$440,494 made for stocks and bonds has been concealed even from the stockholders and has been covered up by marking off a corresponding amount from the reported value of 12,298 sharee of Canal Railroad stock.

MISCELLANEOUS RAILWAY INTELLIGENCE. PHILADELPHIA, April 14. -Officials of the Pennsylvania ailroad Company deny that any trouble exists between that corporation and the Lake Shore and Michigan Southern italized over the latter's interpretation of the

by the Lake Shore.

The annual report of the Norfolk and Western Railroad Company states that the gross carnings for the year were Company states that the gross earnings for the year west \$3,252,056, and the operating expenses \$1,990,909, leaving net earnings of \$1,291,147; adding \$34,303 dividends and interest received from the Roanoke machine works and deducting \$1,193,785 interest charges, the surplus for the year was \$131,664. This shows an increase in gross earnings as compared with 1885 of \$480,935, and of net earnings of \$169,318. The company has contracted for several short branches to coke overs.

Interstate Commerce law. The Pennsylvania Railroad Company has not received notice of any cutting of rates

pany has contracted for several short branches to code
ovens.

Before Masters Dalias and Policek to-day argument
was heard in the matter of fixing the priority of lions in
the Rebinson suit for foreclosure against the Reading
Railroad Company under the general mortrage. Silas
Pettis, representing Hugh A. Penny, spoke against the
claim that the amount due the Susquehanua Canal for
rental, amounting to \$975,021.54 to January 1, 1887, is
a preferred charge covering everything and prior to all
mortrages. He showed that the canal, prior to its lease
to the Reading, was worked at a loss, and that the Reading Company had greatly improved the property.

PITTSBURO, April 14 (Special).—A large stockholder in
the South Pennsylvania Railroad Company was seen to

day and contradicted a report that the project was lo be abandoned. "Our plans are somewhat disarranged by the reorganization of the Reading and the wiping out of the favorable contract we had with that company, and we have not yet determined upon our plans for the future."

LITTLE ROCK, Ark., April 14 (Special). - Articles of as ociation were to-day filed with the Secretary of State by the Little Rock and Alexandria Railroad Company for a road from this city to a point on the State line between Louisiana and Arkansas, to Wilmington on the Ouachita. through Louisiana to Alexandria on the Red River, a distance of 220 miles. The capital stock is \$2,500,000. The board of directors are B. W. Johnson, S. M. Markle, William Farrell, J. H. McCarthy and J. B. Jones, of Little Bock.

BALTIMORE, April 14.-The Baltimore and Ohio Rallroad Company has instructed all its agents not to sell through tickets over roads which will not join in the combination to pay no commissions to agents. The order was issued yesterday and will take effect immediately. Washington, April 14.—Charles S. Sweet, of Chicago, whom Secretary Lincoln appointed his private secretary and stenographer and whom Secretary Endicott has re tained in position up to this time, has been elected secre-tary of the Chicago, Santa Fe and California Kallway Company and assumes his new duties at once.

NEWS ABOUT THE YACHIS.

THE MAYFLOWER LIKELY TO BE SOLD-TITANIA AND SHAMROCK.

Now that there is no likelihood of the Mayflower going to England this summer to get the Queen's Cup, it seems more than probable that General Paine will put her in the market again. Should he do so, there are a half-dozen New-York yachtsmen who stand ready to pay a fair price for her. It is understood that one member of the New-York Yacht Club, who has owned several tast boats of both the sloop and schooner type has already torwarded an offer of \$19,000 to Boston and he has high hopes of getting her at that figure.
Dr. John C. Barron does not conceal the fact that he rould like to own her, but will not pay a fancy price. It is said that his best offer, when he was negotiating with General Paine in January, was \$17,500, which was \$2,500 short of the holding figure. Both Dr. Barron and General Paine insist that the subject has

was \$2,000 short of the nothing agare. Bote Dr. Barron and General Paine insist that the subject has not been discussed by them since.

If Oliver Iseim's new steel sloop, the Titanis, keeps all the racing engagements that rumor is making for her she will have a busy season. The latest story affoat, and one, too, which apparently has some foundation, is that Mr. Iseim and J. Rogers Maxwell, who is building the Shamrock, have arranged a match between their boats for a \$500 cup, the course to be twenty miles to the windward and return and the race to take place as soon after the yachts are completed as is feasible. Both will be isonched about May 15.

W. E. Iselin's sloop, the Chederelia, is being overhauled at Piepgras's City Island shipyard. Four tous of lead have been rum into her keel.

The cutter Medusa, which Commodore Center purchased from Franklin Dext's, or Boston, last summer, is being refitted by John Mumm, and wil go into commission in about s tortaight.

A titled Engushman is said to be fishing for W. H. Starbuck's steam yacht Tillie, with a good-sized purse for bait.

tor bait.
Lloyd Phænix's schooner Intrepid is being prepared at the toot of Twenty-seventh-st. South Brooklyn, for a transatiantic trip. She will probably remain in foreign waters the greater part of the season.

J. A. Bostwick's steam yacht Orienta, which has been undergoing repairs at City Island, was floated yesteriay and towed to Greenpoint, where she will fit up.

A RACE FOR THE QUEEN'S CUP UNLIKELY. BOSTON, April 14 (Special).—Edward Burgess returned from Wilmington this morning and had a chance for the first time to look over the conditions of the Arrow-May-flower race as stated by Mr. Chamberlayne in his letter. Mr. Burgess said that he and General Payne had consuited about the acceptance of the conditions, but had not yet made their final decision. "I think it safe to say, however," he said, " that we shall consider the con-ditions in their present forms as impossible of accept ance." This means that the Mayflower will not go to England unless Mr. Chamberlayne modifies his conditions so as to allow the unrestricted use of the centreboard Both Mr. Burgess and General Payne had previously ex-pressed themselves so strongly on this point that when the conditions were made known there was but little doubt in the minds of yachtsmen that they would decline

the race.

Mr. Burgess, to-night sent a dispatch by cable to Mr. Chamberiayne, declaring that it is impossible to accept conditions that restrict the use of the centre board. IMPROVEMENTS ABOUT CASTLE GARDEN. One marked and necessary improvement has been made near Castle Carden as a result of Commissioner Urith's sp-glication to Police Superintendent Murray for a change of po-liceman at the entrance. For a long time intelligence office

THEY WANT A. M. UNDERHILL AS

REPUBLICANS OF THE TWENTY-THIRD DISTRICT

HOLD AN EARNEST MEETING. The Young Men's Republican Club of the XXIIId Assembly District held an enthusiastic meeting at One-hundred-and-twenty-fifth-st. and Lexington-ave. last night. Andrew M. Underhill was elected chairman, and George Zieger secretary. The following letter from ex-Judge Noah Davis was read:

A. M. UNDERBILL, etc.

Judge Noah Davis was read:

A. M. UNDERHILL, seq.

My DEAR SIR: I have received your letter inviting me to address the Young Men's Republican Club of the XXIIId Assembly District on the evening of the 14th inst. It is not in my power to comply with your request, as other engagements prevent. It gives me great pleasure to see the young Republicans of the city organizing for the purpose of taking efficient action in the political affairs of the State and city. Great good will result from the movement tending to the purification of our party and the directing of its energies to the maintenance of pure and good government. You have my heartiest wishes for your success, and that some time is the future, perhaps, I shall be able to tell you face to face why I approve your course. I am, very respectfully.

why I approve your course. I am, very respectfully, Noah Davis.

Complaint was made that the affairs of the district had been run exclusively by and in the interest of a few leaders. C. H. Patrick moved that a committee of twenty should be appointed to nominate a ticket to be voted for at the primaries on April 22, and it was carried without debate. He then presented a petition signed by a number of the prominent Republicans in the district, asking Mr. Underhill to allow the use of his name as chairman of the District Committee. He consented. Mr. Underhill is an old resident of Harlem. He is commander of Alexander Hamilton Post. G. A. R., and the head of the Guion Steamship Company in this country. There was an acrimonious debate between Henry Grasse and Felix Jolienik over the accounting for moneys for political purposes during the last campaign, but it was settled by Mr. Jellenik's disavowal of any intention to accuse anybody of a misappropriation of funda.

POWDERLY ON PRESENT POLITICS.

HE SEES GREAT POSSIBILITIES IN THE LABOR PAR-TY-PLENTY OF ISSUES. PHILADELPHIA, April 14 (Special).—Respecting the defeat of Henry George in New-York, T. V. Powderly in The Journal of United Labor will say on Saturday:

The Journal of United Labor will say on Saturday;

Up to last fall the idea of the workingman as a faction in deciding the political situation was pooh-poohed, but at that time it was found that the George gun was loaded although the fear of the "red spectre" was worked for all it was worth. One-third of the voters of the distribution and the choice of that protest are still resounding all over the country to the disconsiture of those wisacres who prophesied that the political labor "boom" would soon die out. Enough has happened to show that the old political parties are rapidly breaking up as distinct organizations, for even the Greenback crusale at its height a few years ago did not send them flying into each others arms. If the "common enoug," the baby Labor movement can effect this, or send one of the opposition forces to the rear, as it did in the Queen City, is if not evident that, pr perly organized and wisely lad, it will be irresiatible? But unless the labor party be a thoroughly American one and strive toward the attainment of some living sides at success can at best be but temporary, if may provide effices for a few demagogues for a short time, but they and it will soon pass behind the political scenes and be heard of no more forever if nothing but "spoils" are the reason for its existence.

Referring to the intentions of the Knights of Labor, Mr.

Referring to the intentions of the Knights of Labor, Mr. Powderly's paper will say:

Knights of Labor need not go away from home to get "issues" to advocate. They have a declaration of principles, any one of which, carried out, would materially advance the welfare of the human family. Takes this fourth section of our platform, for instance, "that the public lands, the heritage of the people, he reserved for actual settlers—not another acre for railroads or speculators; and that all lands now held for speculators or speculators are that all lands now held for speculators expecially would materially lessen the fax tate in nearly every municipality in the country by making it unprofitable to build. "A gradusted income fax," which is, the thirteenth article of our faith, would more equitably divide the buriens of taxation. The doing away with banks of issue is a third important plank—a question which will soon have to be met, for the rapid payment of tovernment bonds will induce the Issuers of the lilogral and expensive National bank currency to ask Congressional sanction for some other mayns of keeping hold of this source of income; and last but not loads is that matter of vital importance to free government, State ownership of railroads, telegraph and the ide, of the means of transporting intelligence, passengers and freight. On this point the Knights speak with no uncortain sound.

REFUSING THE TERMS OF THE BRICKMAKERS. Association last night took a stand in regard to the demands of their employes which, if carried out, will paralyze the building trade of the city. The association met to consider the troubles of the trade. The price-list and yard rules to govern the present season have been in dispute for a long time, and numerous attempts to settle the matter have failed. The wage question has been settled, and the only disagreement between the men and their employers is in regard to the regulations governing the working of the various yards. An agreement was submitted to the employers providing that preference should be given to the Kulghts of Labor and all difficulties be submitted to arbitration; also that the employes ties be submitted to arbitration; also that the employes of each yard should be under the supervision of a committee of three, composed of yard employes. Inis the manufacturers refused to sign, and at the meeting last night a resolution was adopted by the association declaring that if the present difficulties between the Kuights of Labor and the brick manufactures be not settled by April 16, the manufacture and delivery of bricks will cease on that date.

This decision if the matter be not settled will throw over 5,000 brickyard hands out of employment, besides affecting those employed in the various building trades. There are no bricks in the hands of builders, and they cannot afford to bring them here from other places.

TROUBLES OF WORKINGMEN journeymen tin and slate roofers and their employers o decide upon the rules which shall govern the trade for the next year. It was agreed among other things that nine hours should constitute a day's work for five days a week, with eight on Saturday, and that \$3.50 should be a day's pay. An agreement was reached as to apprentices, by which the number of apprentices should be limited to one for each five journeymen, and that no shop should have more than four apprentices. These rules will go into effect at once.

once. The boss brewers and the journeymen's associa-tion have also come to a satisfactory understanding as to wages, hours of labor and trade rules for the com-ing year. The agreement has been signed by both parties.

ing year. The agreement has been signed by both parties.

President Gompers, of the American Pederation of Labor, reports that his organization is steadily growing. Charters have now been issued to over twenty national and international trade unions since the formation of the Federation in columbus. Ohio. He thinks the prospects of peace with the Knights of Labor are not encouraging.

Ernest Bohm, the corresponding secretary of the Central Labor Union, has received a letter from Mayor Hewitt asking for the names of those d-alers who persistently violate the law against keeping shops open on Sunday. He has called a meeting of representatives of all the trades interested, so that a full list of the names may be sent to the Mayor. It will be held to night at No. 184 William-st.

About seventy-live of the paint makers in the factory of F. W. Devoe & Co., in Heratio-st., are on strike because the firm refuses to grant a demand for a uniform rate of wages. A request was made some days ago to the Board of Arbitration of District Assembly No. 49 for permission to "strike" the shop, but the board on investigation came to the conclusion that the men in Devoe's place were treated as well and were receiving as high wares as those in other places of the kind and refused to sanction the strike. There are about 250 men employed altogether, but only seventy-live of them went on strike.

WHY THEY WANT TO OUST DR. LEIGHTON. The "true inwardness" of the effort to oust Principal R. F. Leighton from the head of the Brooklyn Central Grammar School is believed to be chagrin on the part of Postmaster J. C. Hendrix, the head of the part of Postmaster J. C. Hendrix, the head of the committee of the Board of Education in charge of the school, growing out of a failure to secure the appointment of a favorite teacher to all osition in the school. It appears that when a Latin teacher was wanted in the new school in Nostmad-ave, last fail, Hendrix secured the passace of a resolution by the board, giving the committee the power to appoint. The name of Miss Lynch was then handed to Dr. Leighton by Hendrix, who asked him to fill out a form for her appointment. Dr. Leighton took the paper to other members of the committee. Some of them refused to sign. Hendrix afterward charged Dr. Leighton to examine Miss Lynch was not qualified for the place. Mr. Hendrix then asked Dr. Leighton to examine Miss Lynch, but she refused to answer any questions. Miss Lynch did not get to the place, and Hendrix then set on foot a movement to get a new head for the school. Dr. Leighton said positively yesterday that he would not resign.

THE ESTATE OF GEORGE G. SICKLES. The estate of George G. Sickles, who died recently in New-Rochelle, is estimated by experts at \$2,500,000. A large portion of this is real estate in Wooster, Green and Nas in this city. The will has not yet been filed but will be in a short time. A statement published yesterday said that Mr. Stekies had left his three caughters, Mrs. George Meade, Pere and Ainca Sickles, \$50,000 each. His widow receives one-third interest in the estate and the remainder, over \$1,000,000, will go to his son. Gener il Daniel E. Sickles. General Sickles and last evening that the figures were approximately correct. He added that the will would be filed in a lew days.

Suffering Womanhood.

Too much effort cannot be made to bring to the attention of suffering womanhood the great value of Lydia E. Pinkham's Vegetable Compound as a remedy for the diseases of women, Such a one is the wife of General Barringer, of Winston, N. C., and we quote from the General's letter as follows , "Dear Mrs. Pinkham : Please allow me to add my testimony to the most excellent medicinal qualities of your Vegetable Compound. Mrs. Barringer was treated for several years for what the physician called Leucorrhon and Prolapsus Uteri combined. I sent her to Richmond, Va., where she remained. for six months under the treatment of an emineut physician without any permanent benefit. She was induced to try your medicine, and after a reasonable time commenced to improve and is now able to attend to her business and conside ers herself fully relieved." [General Barringer is the proprietor of the American Hotel, Winston, N. C., and is widely